Use Applications for the Model and Key Issues

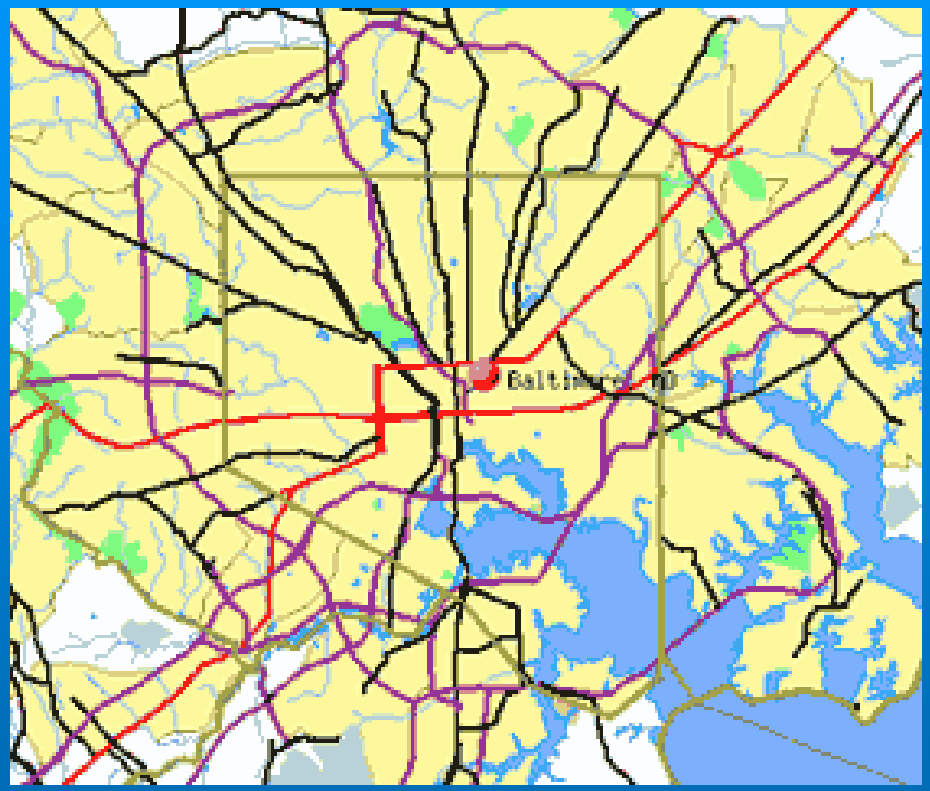
Expert Peer Panel Meeting

September 23 & 24, 2004

Baltimore Metropolitan Council

Intended Uses/Key Issues

- **Coordination Committee**
  - **11 Members representing local and state users**
- **Citizen Advisory Committee & Public**
- **BMC Staff**
- **Local/State Prospective**
  - **Howard and Anne Arundel County**
  - **MDOT**



Coordinating Committee

No.	Policy Area	Issues
A	Federal/State/Local Requirements and Standards	1. Model meets both short and long term requirements 2. Model meets Air Quality Conformity requirements 3. Model meets SUMMIT requirements for Transit Planning 4. Model structure 5. Model calibration/validation procedures and checks 6. What is state of the art vs. best practice vs. average practice?
B	Modal Improvements	
	Highway	1. More focus on traffic assignment accuracy 2. Model can answer (2/4/6) lane question well 3. Traffic congestion
	Transit	1. Model sensitive to new concepts, e.g., Bus Rapid Transit, toll lanes that buses can use 2. Model more sensitive to parking availability at transit stations 3. Regional model needs to be specific enough to capture corridor and station characteristics. 4. Better explain model capabilities and limitations to decision makers
	Non-Motorized (Bike/Ped)	1. Fully integrate Bicycle/Pedestrian trips into modeling process

Coordinating Committee

C	Local Subarea Planning/Analysis	1. Simplify model for local use, model too complex 2. Finer TAZ structure 3. Easier to add TAZs/input variables 4. Easy transferability of model to local planning 5. More precision in model inputs
D	Land Use – Transportation Interaction	1. Model more sensitive to land use changes 2. Trip Generation area type variable should be continuous 3. Should the model have additional special generators?
E	Freight Planning	1. Including all modes, e.g., truck, rail, boat, etc. 2. Truck traffic modeling
F	Travel Behavior	1. Environmental Justice 2. Interregional Travel a. Better capture workers commuting to Baltimore Region b. More precision in External (X-X trips) c. Expand modeling area 3. Trip Chaining/ Tours 4. Weekend Traffic a. Weekend traffic worse than weekday on I-95 b. Model calibrated to average weekday

Coordinating Committee

G	Travel Demand Management (TDM)	1. Model sensitivity to managed lane concepts, e.g., HOT lanes, Truck toll lanes, variable pricing, point and distance based tolls 2. Model ability to evaluate Peak Spreading 3. Model sensitive to Express Toll Lanes (ETL), e.g., EZ Pass vs. traditional toll booths
H	Tourist Traffic	1. Tourist trips not included in the model 2. Tourism important in downtown Annapolis and Baltimore 3. Should the water taxi be included in the model?
I	Homeland Security /Management and Operations/Safety	1. Assess the impact of safety improvements that reduce accidents 2. Capability to evaluate the effects of a major traffic incident or terrorist attack on the region's transportation, infrastructure. 3. Evaluate impact of signalization changes

Citizen Advisory Committee & Public

No.	Policy Area	Issues
A	Model Improvements	
	Highway	1. Under simulation in downtown Baltimore 2. Time of day/peak period spreading 3. Managed/HOT lanes 4. Considered time and cost
	Transit	1. Bus Rapid Transit 2. Rail Station Parking Availability 3. Simulation of Heavy and Light Rail Differences 4. Time and cost coefficients even playing field with highway
B	Land Use – Transportation Interaction	1. Land use impacts of transportation investment 2. TAZ structure and Non-Motorized Travel 3. Labor force participation rates and future employment 4. Life Cycle

Citizen Advisory Committee & Public

No.	Policy Area	Issues
C	Other Issues	1. Disability and transit use 2. Improved feedback process 3. Peak period/direction modeling 4. Complexity of variables and increased precision 5. Variables that influence travel choices 6. Back casting 7. Expansion to York and Adams Counties PA and Cecil County MD 8. Other transportation modes and inter-regional traffic 9. Improve evaluation of the distribution of benefits and burdens

BMC Staff

No.	Policy Area	Issues
A	Model Improvements	
	Demographics	1. Greater Disaggrigation versus Population Synthesis 2. Landuse and transportation interaction – 4D's 3. Pedestrian Environment Factor (PEF) 4. Market Segmentation Households/Worker/Employment
	Highway	1. Master network consistency/GIS interface 2. Commercial Vehicle/Truck modeling 3. Link capacity/Junction delay
	Transit	1. SUMMIT
B	Other Issues	1. Washington/Baltimore future interaction 2. Air Quality – PM2.5 3. Increase Feed Back – What to Solve?